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(71) Applicant: Yang, Tal-Her Si-Hu Town, Dzan-Hwa (TW)

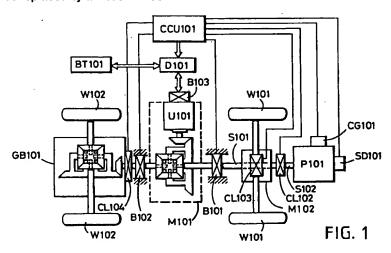
(72) Inventor: Yang, Tai-Her SI-Hu Town, Dzan-Hwa (TW) (74) Representative: Pratt, David Martin et al Withers & Rogers, 4 Dyer's Buildings, Holborn London EC1N 2JT (GB)

(54)Combined power distribution system using a differential

(57)A power unit (P101) e.g. an internal combustion engine, drives a front section load (W101), and is also coupled to a differential drive device (M101) made up of an electrical machine (U101) and a rear differential gear box (GB101). The electrical machine is coupled, via a transmission gear, to two differential output shafts and an input shaft, while the two wheel shafts of the differential gears are respectively coupled with a transmission middle shaft driven by the front side power unit and with the input shaft of the rear differential gear box through a clutch so as to drive a rear section load. Alternatively, the three end shaft differential gear system can be replaced by a planetary gear train and the transmission gear can be replaced by a friction wheel. A

brake (B103) installed between the rotor and stator of the electrical machine can be controlled and the machine can be operated as a motor or a generator.

The power unit can be operated at constant speed or at a partially adjustable speed to maximize engine efficiency and reduce pollution, with one part of the differential speed output power generated throughout the differential mixing drive device being used for driving the load while the remainder of the power is converted through the generator function of the electrical machine to charge the battery and thereby increase energy efficiency.



Description

SUMMARY OF THE INVENTION

The distributed differential mixing combined power system is used in driving the traffic machinery such as vehicles, ships, flying machines or other mechanical structures (or other industrial or process equipment)in rotational driving applications, wherein it is chiefly comprised of that the rotational output shaft of the internal combustion engine (or other rotational power sources) is not only used to drive the front section load directly or through the transmission devices such as the transmission gears, belt or chain or the couplers, but is also coupled with the input shaft of the differential mixing drive unit to drive the rear section load. The said differential mixing drive device is comprised of an electrical machine combined with a three-end shaft differential wheels transmission system which is embodied in a three-end shaft differential gears structure, wherein the two differential output shaft and a input shaft are coupled with the electrical device through a transmission gear, while the two wheel shafts of the differential gears are respectively coupled with the transmission middle shaft drived by the drive side rotational power unit and are coupled with the input shaft of the rear differential gear box through a clutch to drive the two side differential acting rear section load; wherein the above said three-end shaft differential gears system can be substituted by a planetary gear train and the transmission gear can be substituted by a friction wheel; further, a brake is installed between the rotor and the stator of the electrical machine and the said brake is controlled by the operating device to generate motor driving functions when the input current is applied or to generate the variable speed coupling functions through the output current when it is employed as a generator, or to be used for starting the engine and the power regeneration brake which is particularly for case when the engine is the main transmission power source to charge the battery through the electrical machine of the differential mixing drive device, wherein the speed difference with the rear load section can be adjusted by controlling the charging current. The said engine can be at a constant speed or at a partially adjustable speed thereby to maintain at a working speed of higher operating efficiency and lower pollution and one part of the differential speed output power generated through the differential mixing drive device is used for driving the load while the rest part of the power is converted through the generator function of the electrical machine of the differential mixing drive device to charge the battery, thereby to promote the engine efficiency in the variable speed driving at the low driving speed range, to acquire the charging power to the battery while reducing the pollution, and to provide the variable speed coupling. Besides, it can also be used as a driving motor to generate rotational output to drive the load independently or to drive the load with the engine together.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a embodying example of the invention

Figure 2 is the first application system of Figure 1

Figure 3 is the second application system of Figure 1

Figure 4 is the third application system of Figure 1

Figure 5 is the fourth application system of Figure 1

Figure 6 is the fifth application system of Figure 1

Figure 7 is the sixth application system of Figure 1

Figure 8 is the seventh application system of Figure 1

DETAILED DESCRIPTION OF THE INVENTION

In recent years, the energy and noise pollution issues are becoming more and more serious, and a better solution to alleviate the problems is to use the electrical power driven carriers. However, the R&D of the electrical power driven carriers up to now is limited by the capacity of the batteries to achieve a larger moving range, while to increase the battery volume or the quantities will correspondingly increase the self-weight of the carrier resulting in consuming more electrical energy and does not meet the economic requirements. Therefore, before there us a big breakthrough in solving the battery technical problems, the more practical driving method is to use the combined driving structure designs, wherein the developed ones include:

(A)Series Combined Power design: This design is the most typical structure for the electrical driven vehicle, wherein the generator is driven by the engine to generate electricity and charge the battery, then the battery provides electricity to the driven motor to drive the vehicle. As the energy is converted several times, the overall efficiency of this design is low, such as the GM HX3 of General Motors.

(B)Synchronised Power on common shaft design: It is by directly series combining the engine power output shaft and the rotating shaft of the driven motor, thereby to generate driving and speed controlling functions, such as the West Germany sedan VW CHICO

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For the case of the engine or the motor described in (B), only one of them can be selected for output transmission and the combination of their power output is not available.

The disclosed distributed differential mixing combined power system of the invention is characterized that the output power from the output shaft of the engine (or other rotational power source) is not only used to drive the front section load, but is also combined with a differential mixing drive device to drive the rear section load, wherein the electrical machine of the said differential mixing drive device is constituted by an AC or DC, brushed or brushless electric machine combined with the three-end shaft differential wheels transmission system which is embodied in a three-end shaft differential gears structure, wherein the two differential output shaft and a input shaft are coupled with the electrical device through a transmission gear, while the two wheel shafts of the differential gears are respectively coupled with the transmission middle shaft drived by the drive side rotational power unit and are coupled with the input shaft of the rear differential gear box through a clutch to drive the two side differential acting rear section load; wherein the above said three-end shaft differential gears system can be substituted by a planetary gear train and the transmission gear can be substituted by a friction wheel; further, a brake is installed between the rotor and the stator of the electrical machine and the said brake is controlled by the operating device to generate motor functions when the input current is applied or to generate the generator output functions pulled by the external force. This design can add up the power and speed of the engine output to the rear load section and the output generated by the electrical machine itself while the adding process is not affected by the speed relationship between the two; and in general, it has a smaller system volume and saves the cost and space. The said electrical machine can be controlled by the operating device to generate motor driving functions when the input current is applied to drive the front section load or the rear section load, or to drive them simultaneously, or to start the engine, or to provide the generator output due to the rotation speed difference between the engine rotational power input and the driven load and to provide the differential adjusting function for the controllable speed change through the coupling torque generated by the output current, or to be used as the power regeneration brake which is particularly for case when the engine is the main transmission power source to charge the battery through the speed difference between the two differential shafts of the three-end shaft differential gears system in the differential mixing drive device structure, wherein the speed difference with the rear load section can be adjusted by controlling the charging current. The said engine can be at a constant speed or at a partially adjustable speed thereby to maintain at a working speed of higher operating efficiency and lower pollution and one part of the differential speed output power generated through the differential mixing drive device is used for driving the load while the rest part of the power is converted through the generator function of the electromagnetic coupling device to charge the battery, thereby to promote the engine efficiency in the variable speed driving at the low driving speed range, to acquire the charging power to the battery while reducing the pollution, and to provide the variable speed coupling. Besides, it can also be used as a driving motor to generate rotational output to drive the load independently or to drive the load with the engine together.

The invention is illustrated according to the embodying examples shown in the enclosed drawings as follows:

Figure 1 is the embodying example of the distributed differential mixing combined power system, which is characterized in :

- A drive side rotational power source P101, wherein its output is first supplied to control the front section load and is then transmitted to the input end of the differential mixing drive device M101 to drive the rear section load.
- A differential mixing drive device M101, wherein the transmission methods of its output end and its rear end
 include the direct transmission to another load (or through a transmission component to another load), or transmission to the differential acting load through the rear differential wheels train (such as the vehicle side rear
 wheels), and it is mainly comprised of the following:
- A drive side rotational power unit P101: It is an internal engine or other power source, wherein the rotational
 output shaft S102 is coupled to the middle transmission device and the control interface M102 through the
 clutch CL102, and the said internal engine is further installed with a speed sensor SD101 to transmit the
 engine rotation signal to the central controller CCU101, wherein the controllable fuel valve CG101 is controlled
 by the said central controller CCU101 to change the engine speed or to keep the engine maintained at a constant speed;
- A middle transmission device and a control interface M102 which is comprised of the automatic or manual speed change control system in the conventional front wheel drived system to drive the front section load only or to drive the whole loads: the clutch CL103 is installed between the middle input shaft S101 and the front section load to provide the transmission coupling or to cut off the transmission relationship between the middle transmission device and the front wheels, and the said clutch CL103 can also be substituted by the neutral shift or co-installed with the neutral shift when the shift interface is at the neutral shift status. The said middle shaft S101 is coupled at the output end of the clutch CL102 is either directly rear extended or through a transmission device to render the rotation speeds between the middle shaft S101 and the output presented in a constant

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speed ratio or a non-constant speed ratio (it is similar to the rear extended rear wheel transmission shaft in the four wheel drive), A brake B101 controlled by the central controller CCU101 is further installed between the middle shaft S101 and the fixed casing;

- A direct driven front section load W101: It is comprised of one or more than one driven wheels with driven resistance of the load;
- A differential mixing drive device M101: It is comprised of an electric machine U101 combined with the threeend shaft differential wheels transmission system which is embodied in a three-end shaft differential gears
 structure, wherein the two differential output shaft and a input shaft are coupled with the electrical device U101
 through a transmission gear, while the two wheel shafts of the differential gears are respectively coupled with
 the transmission middle shaft S101 drived by the drive side rotational power unit and are coupled with the input
 shaft of the rear differential gear box GB101 through a clutch CL104 to drive the two side differential acting rear
 section load W102; wherein the above said three-end shaft differential gears system can be substituted by a
 planetary gear train and the transmission gear can be substituted by a friction wheel;
- An electrical machine U101: Wherein between its rotor and its stator, a brake B103 is installed to be controlled by the central controller CCU101 to make a direct mechanical synchronous interlock on the rotor and stator of the electrical machine U101, wherein the above said electrical machine U101 is comprised of an AC or DC, brushed or brushless electrical machine structure, and is particularly suitable to be constituted by a series excited or auxiliary compound excited electrical machine with the electrical characteristic of rotational speed increased corresponding to the decreasing load, or an AC or DC brush or brushless machine able to perform current control (including constant current control) through the operating control of the drive circuit D101 to help provide the additional torque on the driven load;
- A drive circuit device D101 which is installed between the electrical machine U101 and the battery BT101, wherein it receives the operating commands from the central controller CCU101 to control the electrical machine U101 functioned as a generator to charge the battery or supply power to the other load or to provide a current controllable generation output;
- A central controller CCU101 which follows the commands from the operator and the operating status of the drive side rotational power unit P101 to generate the corresponding control commands to the drive circuit device D101;
- A brake B102 can be installed as needed between the casing and the jointing side of the clutch CL104 which is located between the differential acting output shaft of the differential mixing drive device M101 and the coupled rear differential gear box, thereby to drive the front section load or to start the engine, or to provide power generation at standstill, wherein the electrical machine U101 is driven by the engine to function as a generator to charge the battery or supply power to the other loads. For the case of AC power generation output functions, the said U101 is selected to employee the electrical machine with AC power generating functions comprised of a permanent magnet or winding excited, varied frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its armature winding is commonly installed the conducting rings for AC output and the commutators for DC input/output, whereby the AC output can be a varied frequency output or a constant frequency output through the engine constant speed control;
- The afore said direct driven load and the distributed differential load are comprised of one or more than one
 rotational power sources, or one or more than one direct driven load, or one or more than one differential mixing drive device M101 and its driven load groups in sequential series combinations of an enlarged type compound series combined structure.

Functions of the embodying example shown in Figure 1 as is delineated in Table 1 as follows:

F1-A F1-B F1-C F1-D: They are the various system operations when the engine drives the load at low speed output;

F2 and F3: They are the system operations when the electrical machine U101 is powered by the battery to drive the load as a motor;

F4-A and F4-B: They are the system operations when the electrical machine U101 is powered by the battery to be operated as a motor and is driving the load with the engine together, thereby to have large power output through the output power addition;

F5, F6 and F7: They are the system operations when the electrical machine U101 is operated as a generator driven by the feedback mechanical energy of the load to charge the battery or to function as a brake by utilizing the friction damping of the engine itself;

F8: It is the system operation when the electrical machine U101 is driven by the engine to operated as a generator to charge the battery: This function can be further included with a charging timing control to stop automatically at a preset time. For the case of AC power generation output functions, the said U101 is selected to employee the electrical machine with AC power generating functions comprised of a permanent magnet or winding excited, varied

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frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its armature winding is commonly installed the conducting rings for AC output and the commutators for DC input/output, whereby the AC output can be a varied frequency output or a constant frequency output through the engine constant speed control;

F9: The electrical machine U101 is operated as a motor and is powered by the battery to start the engine; F10: The neutral sliding is that all the system clutches and brakes are at "OFF" state to provide low loss sliding operation;

The above system operating functions are described as follows:

F1-A: The engine fuel valve is controlled to drive the engine from low speed to high speed which is comprised of the following:

- The internal engine is the drive side rotational power source which is controlled by the engine fuel valve to drive the rear section load, wherein the clutches CL102 and CL104 are at ON state while the CL103 is at OFF state and the brakes B101 and B102 are at OFF state while the B103 is at the ON state.
- The internal engine is the drive side rotational power source which is controlled by the engine fuel valve to drive the front and rear section loads, wherein the clutches CL102, CL103 and CL104 are all at ON state and the brakes B101 and B102 are at OFF state, while the brake B103 is at the ON state;
- The internal engine is the drive side rotational power source which is controlled by the engine fuel valve to drive the front section load, wherein the clutches CL102 and CL103 are at ON state while the CL104 are at OFF state and the brakes B101, B102, B103 are all at the OFF state;

F1-B: The engine fuel vale and the electrical machine U101 is controlled simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously, which is comprised of the following:

- The internal engine is the drive side rotational power source which is controlled by the engine fuel valve on the
 engine speed change and to operate the electrical machine U101 as a generator to charge the battery and to
 drive the rear section load, wherein the clutch CL103 is at OFF state while the CL102 and CL104 are at ON
 state and the brakes B101, B102 and B103 are all at OFF state;
- The internal engine is the drive side rotational power source which is controlled by the engine fuel valve on the
 engine speed change and to operate the electrical machine U101 as a generator to charge the battery and to
 drive the front and rear section loads together with the engine, wherein the clutches CL102, CL103 and CL104
 are at ON state and the brakes B101, B102 and B103 are all at OFF state;
- The internal engine is the drive side rotational power source which is controlled by the engine fuel valve on the engine speed change and to drive the front section load as well as to operate the electrical machine U101 as a generator to charge the battery at the same time, wherein the clutch CL104 is at OFF state while the CL102 and CL103 are at ON state; Further, the brakes B101 and B103 are OFF while the B102 is at ON state;
- 40 F1-C: The engine is speed controlled or operated at a constant speed, wherein the battery charging current from the electrical machine U101 is controlled to change the output power to the load and it is comprised of the following:
 - The internal engine is the drive side rotational power source, wherein the engine is controlled by the engine fuel
 valve and the speed feedback signal to operate at constant speed as well as to operate the electrical machine
 U101 to charge the battery, thereby to adjust the coupling torque to drive the rear section load, wherein the
 clutches CL103 is at OFF state while the CL102 and CL104 are at ON state and the brakes B101, B102 and
 B103 are at OFF state;
 - The internal engine is the drive side rotational power source, wherein the engine speed is controlled by the
 engine fuel valve and the speed feedback signal to drive the front section load as well as to operate the electrical machine U101 to charge the battery, thereby to adjust the coupling torque to drive the rear section load,
 wherein the clutches the CL102, CL103 and CL104 are at ON state and the brakes B101, B102 and B103 are
 at OFF state;

F1-D: The electrical machine U101 generates short cut current to control the output shaft torque, thereby to change the engine speed and is comprised of the following:

The internal engine is the drive side rotational power source, wherein the engine fuel valve and the speed feed-back signal are utilized to control the engine speed and simultaneously to operate the electrical machine U101 as a generator and control on the generated short cut circuit current to change its coupled torque, thereby to

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- change the transmission power to the front and rear section loads, wherein the clutch CL103 is at OFF state, while the CL102 and CL104 are at ON state and the brakes B101, B102 and B103 are at OFF state;
- The internal engine is the drive side rotational power source, wherein the engine fuel valve and the speed feed-back signal are utilized to control the engine speed and simultaneously to operate the electrical machine U101 as a generator and control on the generated short cut circuit current to change its coupled torque, thereby to change the transmission power to the front and rear section loads, wherein the CL102, CL103 and CL104 are at ON state and the brakes B101 and B102 are at OFF state;
- F2: The electrical machine U101 is powered by the battery to change the speed or the rotation direction of the rear section load, which is comprised of the following:
- The electrical machine U101 is powered by the battery to drive the rear section load: At this time, the said electrical machine U101 is operated as a motor and the brake 101 is at ON state while the brake B102 and B103 are at OFF state. The clutch CL102 and the clutch CL103 for controlling the front section load are at OFF state, and the CL104 is at ON state;
- F3: The electrical machine U101 is powered by the battery to change the speed or the rotation direction of the front section load, which is comprised of the following:
- The electrical machine U101 is powered by the battery to drive the front section load: At this time, the electrical
 machine U101 is operated as a motor while the brake B102 is at the ON state and the B101 and B103 are at
 OFF state, the clutches CL102 and CL104 are at OFF state, and the CL103 is at ON state;
- F4-A: The engine is operated at a preset speed while the electrical machine U101 is operated as a motor to provide added power output to drive the rear section load, which is comprised of the following:
- The internal engine is the drive side rotational power source, wherein the engine is operated at a varied or constant speed and the electrical machine U101 is powered by the battery at the same time, thereby to provide the added power output to drive the rear section load simultaneously. At this time, the clutch CL103 is at OFF state while the CL102 and CL104 are at ON state and the brakes B101, B102 and B103 are all at OFF state;
- F4-B: The engine is operated at a preset speed while the electrical machine U101 is operated as a motor to provide added power output to drive the front and rear section loads, which is comprised of the following:
- The internal engine is the drive side rotational power source, wherein the engine is operated at a varied or constant speed and the electrical machine U101 is powered by the battery at the same time, thereby to provide the added power output to drive the front and rear section loads simultaneously. At this time, the CL102, CL103 and CL104 are at ON state and the brakes B101, B102 and B103 are at OFF state;
- F5: The electrical machine U101 is operated as a generator to charge the battery using the recovered rear section kinetic energy, which is comprised of the following:
- The engine speed is reduced or the fuel valve is closed and the electrical machine U101 is operated as a generator to covert the rotational mechanical energy of the rear section load into the electric power to charge the battery, or to consume the electric power by the other loads, thereby to obtain the friction damping and together with the engine piston friction damping to constitute the braking friction damping, wherein the brakes B101, B102 and B103 are at OFF state, the clutch CL103 is at OFF state, the CL102 and CL104 are at ON state, and the engine can be stopped or slowly operated;
- The electrical machine U101 is operated as a generator to covert the rotational mechanical energy of the rear section load into the electric power to charge the battery, or to consume the electric power by the other loads, thereby to obtain the friction damping, wherein the brake B101 is at ON state while the B102 and B103 are at OFF state, and the clutches CL102 and CL103 are at OFF state, and the engine can be stopped or operated at a slower speed than the sliding speed, and when the CL104 is at ON state, the engine can be at operating or stop;
- F6: The electrical machine U101 is operated as a generator to charge the battery using the recovered front section kinetic energy, which is comprised of the following:
- · The engine speed is reduced or the fuel valve is closed and the electrical machine U101 is operated as a gen-

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erator to covert the rotational mechanical energy of the front section load into the electric power to charge the battery, or to consume the electric power by the other loads, thereby to obtain the friction damping and together with the engine piston friction damping to constitute the braking friction damping, wherein the brakes B101 and B103 are at OFF state, while the B102 is at ON state, and the clutch CL104 is at OFF state, while the CL102 and CL103 are at ON state, and the engine can be stopped or slowly operated;

 The electrical machine U101 is operated as a generator to covert the rotational mechanical energy of the front section load into the electric power to charge the battery, or to consume the electric power by the other loads, thereby to obtain the friction damping, wherein the brake B102 is at ON state, and the B101 and B103 are at OFF state, the clutches CL102 and CL104 are at OFF state, while the CL103 is at ON state and the engine can be stopped or operated at a slower speed than the sliding speed, and when the CL102 is at OFF state, the engine can be at operating state or stopped;

F7: All the loads are braked by the engine friction damping, which is comprised of the following:

The engine speed is reduced or the fuel valve is closed and the generator is operated to covert the rotational
mechanical energy of the front and rear section loads into the friction damping and together with the engine
piston friction damping to constitute the braking friction damping, wherein the brake B101, B102 and B103 are
at OFF state, the clutches the CL102, CL103 and CL104 are at ON state, and the engine can be stopped or
slowly operated;

F8: The system is self charged, which is comprised of the following:

The electrical machine U101 is drived by the drive side rotational power source to be operated as a generator to charge the battery or supply power to the other loads. At this time when the engine is started, the brakes B101 and B103 are at OFF state, while the B102 is at ON state, and the clutches CL103 and CL104 are at OFF state, while the CL102 is at ON state; and the timer can be further utilized to preset the engine charging time or control the charging capacity for automatic stop. For the case of AC power output function, the said U101 is selected to employee the electrical machine with AC power generating functions comprised of a permanent magnet or winding excited, varied frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its armature winding is commonly installed the conducting rings for AC output and the commutators for DC input/output, wherein the AC output can be provided at a varied frequency or a constant frequency through the engine constant speed control;

F9: The electrical machine U101 is operated as a motor to start the engine, which is comprised of the following:

 The electrical machine U101 is used to start the drive side engine: At this time, the brake B102 is at ON state, while the B101 and B103 is at OFF state, and the front section operating interface M102 and the front section coupled clutches CL103 and CL104 are at OFF state, while the Clutch CL102 is at ON state;

F10: Neutral slide: It is the slide function of the system when no power output and brake are activated, which is comprised of the following:

• The engine can be at operating state or stopped, the brake B101, B102 and B103 are at OFF state, the clutches CL102, CL103 and CL104 are all at OFF state.

The embodying example of the distributed differential mixing combined power system in Figure 1 are comprised of the following variations in the practical applications:

Figure 2 is the first application system of Figure 1: It discloses the application example of eliminating the clutch CL104, and the system functions are delineated in Table 2.

Figure 3 is the second application system of Figure 1: It discloses the application example of eliminating the clutch CL104 and the brake B102, and the system functions are delineated in Table 3.

Figure 4 is the third application system of Figure 1: It discloses the application example of eliminating the B102, B103 and CL104, and the system functions are delineated in Table 4.

Figure 5 is the fourth application system of Figure 1: It discloses the application example of further installing the clutch CL105 between rear section output middle shaft and middle transmission device while the clutch CL103 for controlling the front section load is reserved (or the said clutch is replaced by the speed change shift of the middle transmission device), and the system functions are delineated in Table 5, wherein besides of the functions delineated in Table 1, the additional functions are described as follows:

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F11: The engine is used to drive the front section load, and the electrical machine U101 is powered by the battery to drive the rear section load, and both are independently operated to drive the respective loads, wherein the brake B101 is at ON state, while the B102 and B103 are at OFF state, and the clutch CL105 is at OFF state, while the CL102, CL103 and CL104 are at ON state;

F12: The engine is used to drive the front section load and the electrical machine U101 is pulled to be operated as a generator to charge the battery, wherein the brake B101 is at ON state, while the B102 and B103 are at OFF state, and the clutch CL105 is at OFF state, while the CL102, CL103 and CL104 are at ON state.

Figure 6 is the fifth application system of Figure 1: It discloses the application example of further installing the clutch CL105 between the rear section output middle shaft and the middle transmission device and eliminating the clutch CL104, and the system functions are delineated in Table 6.

Figure 7 is the sixth application system of Figure 1: It discloses the application example of further installing the clutch CL105 between the rear section output middle shaft and the middle transmission device and eliminating the clutch CL104 and brake B102, and the system functions are delineated in Table 7.

Figure 8 is the seventh application system of Figure 1: It discloses the application example of further installing the clutch CL105 and eliminating the clutch CL104 and brakes B102 and B103, and the system functions are delineated in Table 8.

The above described application examples are for reference only, wherein the practical applications can be achieved by rendering the front and the rear section loads constituted in a distributed differential mixing structure of the combined driving characteristics on the loads according to the performance requirements without changing the design of this invention to select the corresponding operating and control components.

- For the case when the systems of the embodying examples in Figure 1~8 are applied on the carriers, the angle displacement relationships between the front and rear section loads and the drive power source resulted from the transmission ratio and the wheel outside diameter differences include: The angle displacement speed of the two loads and the drive side rotational power source are operated according to the wheel system ratio relationships, or the angle displacement relationship between the two loads and their operations with the drive side rotational power source are not according to the wheel system ratio (such as slipping on the road surface), particularly, the relationships between the angle displacement of the rear section load and the drive side power source or between the front and rear section loads can be specially set not to operate according to the wheel system ratio relationship, but to operate through the differential acting adjustment by the electrical machine U101;
- The differential acting adjustment of the electrical machine U101 includes the active adjustment through input
 power to function as a motor or the passive adjustment through functioning as a generator to output power;
- In the carrier driving applications of the afore said front section load and the rear section load, the front section load can be the front wheel or the rear wheel, the rear section load can be the matched front wheel or rear wheel structure with the afore said definition:
 - The distributed differential mixing combined power, system has numerous operating functions in the section differential driving characteristic structure, therefore in the practical applications, it can be embodied to be comprised of all the functions or part of the functions.

As summarized from the above descriptions, the distributed differential mixing combined power system can be applied at vehicles, boats or utilized as other fixed combined driving power. The afore said embodying examples disclose the various application modes of the distributed differential mixing combined power system of the invention and in practical applications, the peripheral components for the output functions can be selected according to needs, thereby to flexibly select the required system.

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10	REMARK	Drive the rear section load	** Drive the front and rear section loads simultaneously ***Drive the front section load							* The engine piston friction damping is activated simultaneously **Recovery of the kinetic energy			,			ollowing distributed is the drive side rotational power source which is employed to drive the front section load and is series combined with the UIOI to drive the function in FB, the said UIOI is selected to employee the electrical aschine with AC power generating functions comprised of a permanent magnet the communities for DC input/output.
	87101	READY			READY	DIS- CHARGE	DIS- CHARGE	DIS- CHARGE		CHARGE	I	READY	CHARGE	DIS-	READY	ies combine functions e
15	H/0	READY READY READY	GEN-	-125	133	MOTOR	HOTOR	MOTOR	MOTOR	ig.	-K39	READY	- CEN-	HOTOR	READY	and is ser enerating in its arm
	CL104	N 0	NO.	8	8	ē	OFF	8	₹	š	OFF	š	067	orr	OFF	n load power g
20	CC 103	10 NO	430.	*0FF	NO.	orr	ક	<u>.</u>	3	i.o	8	ð	OFF	OFF	OFF	t section with AC
	CL102	₹	ક	ž	₹	330	OFF	ē	5	130.	0.0	5	8	₹	OFF	e from
	B103	5 6 6	*0FF	OFF	05.6	340	OFF	110	ore	150	OFF	OFF	016	OFF	OFF	rive th
	P101	0-HAX	0-HAX	OR CONSTANT SPEED	*O-NAX OR CONSTANT SPEED	STOP	STOP	D-NAK OR CONSTANT SPEED	0-NAX	*SLOW OR STOP **STOP-HAX	*SLOW OR STOP	SLOW OR STOP	CONSTANT SPEED	STOP TO START	STOP OR 0-MAX	s employed to d yee the electric ed alternator t
30	2018	orr	30.	70	OFF	OFF	₹	or.	of F	OFF	8	Ι. Τ	8	₹	OFF	which is
	1018	ore	970	130	J.JO	₹	OFF	ijo Et	910	i o	orr.	OFF	00.0	orr	OFF	ource v
35	COMPONENTS 8101	the engine from	led simultaneously peed and to charge	t a constant speed, e UIOI is load;	at a constant current to control he engine speed	the speed or the	battery to change the speed or the rost section load	le the UIOI is utput to drive the	preset speed while the UIOI is de added power output to drive the	nerator to charge the battery using kinetic energy	nerator to charge the battery using	lon damping	he ulo is drived to charge the puency AC genera-	engine		ced rotational power s s paid Ulol is sele, pe electrical device, or DC input/output.
40		controlled to drive	the UIOI is control low speed to high s	olied or operated a ing current from th output power to the	rolled or operated enerates short cut thereby to change th	 battery to change rear section load 	e battery to change front section load	a preset speed while the UIOI is ovide added power output to drive	a preset speed whi ovide added power or ads	generator to chargo on kinetic energy	generator to charge	by the engine friction damping	(It can be alopped at a printly) through that the U101 ted as a generator to charge led or constant frequency AC	motor to start the engine		following distributions It is the drive side is function in FB, then field the field the commutators of the commutators.
45	2	The engine fuel valve is controlled to drive the engine from low speed to high speed	The engine fuel vale and the UIOI is controlled simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously.	The engine is speed controlled or operated at a constant speed, wherein the battery charging current from the uith is controlled to change the output power to the loads	The engine is speed controlled or operated at a constant speed, wherein the UID (generates short cut current to control output shaft torque, thereby to change the engine speed	The UIOI is powered by the battery to change the speed or the rotation direction of the rear section load	The U101 is powered by the rotation of the f	The engine is operated at a operated as a motor to provide sear section load	The engine is operated at a operated as a motor to provi front and rear section loads	The UID1 is operated as a guther recovered rear section	The UID! is operated as a generator to chathe secovered front section kinetic energ	All the loads are braked by	The system is self charged (it can be accoped at a preset time or controlled by the capacity) through that the untol is drived by the engine to be operated as a generator to charge the blattery or to provide varied or constant frequency AC genera- tion output	The U101 is operated as a mo	Heutral Slide	Hothes: Jichwood current of fi-B is load following distributed Jichwood is an electrical mechine Jichwood is the battery Jichwood is the battery Jichwood is a generator Jichwood and angine, the Plül is the drive side rotational power source rear mechine load Jichwood is a good to power output function in FB, the said ulul is selected to Jichwood in the case of the properties of the said type electrical device, or conducting rings for AC output and the commutators for DC input/output.
	POSCT CORE	F1-A T	1]-8 G C E	ν υ	0-13 E = 2	23	2	4 2		r Es	ة 4 ت	П	<u> </u>	£	F10	Motes: 1) CHANGE 2) The UIC 3) BT101 1 4) GBI- 14 5) For the rest sect 6) For the conduction
												_				

TABLE 1

									. A	Т	<u> </u>		Т			
5	KEMARK	Drive the rear section load	Drive the front and rear section loads simultaneously Drive the front section load						ine engine piston ilitation damping activated similaneously **Recovery of the kinetic energy		The operation is limited to when the engine is stopped.				he U101 to drive	of a permanent ig is commonly
10		•	** Drive the front and rear section loads simultaneousl												combined with t	ctions comprised armsture windin
	BT101.	* READY ** READY ** READY	CHARGE	DIS- CHARGE	READI	DIS- CHARGE	CHARGE	CHARGE	CINNET	PEADY	CHARGE	OIS- CHARGE	READY		entras e	ting fun- sein its
15	G/N (U101)	*READY **READY ***READY	<u>-</u>	- -	-N35	HOTOR	NOTOR	HOTOR HOTOR	GEN-	READY	<u> </u>	MOTOR	READY		pue peo	mer genera reice, who
	,~	NO	NO	*0FF	NO	OFF	06.6	8	o e e	ਣ	1 0	j.	OFF		ection 1	h AC potricel de
20	CE102	8		₹	8	OFF	₹	8	10.	₹	8	8	330		flont #	ine vit
	B103	NO.	4.0F	930		OFF			5	OFF		90	OFF		ive the	al mach
25	P101	0-40X	0-HAX	OR OR CONSTANT SPEED	*O-HAX OR CONSTANT SPEED **O-HAX	STOP	O-NAX OR CONSTANT SPEED	0-HAX	STOP-NAX	SLOW OR STOP	CONSTANT SPEED	STOP TO START	STOP OR 0-MAX		employed to dr	ee the electric brushed altern
30	B102	**************************************	*0FF	OFF	OFF	off	off.	off	٥٤٤	OFF	8	3	OFF		Ailch 18	employ e, or a
	1018	9.0	10	100	OFF	8	310		*0*	250	1	OFF	OFF		aonice .	acted to
35	COLOGISTS	controlled to drive the engine from low	the UIOI is controlled simultaneously low speed to high speed and to charge up	ist a constant speed, the U101 is controlle	irrolled or operated at a constant speed, es short cut current to control the season to change the engine speed	the battery to change the speed or the	it a preset speed while the UIDI is provide added power output to drive the	at a preset speed while the UIOI is provide added power output to drive the Goads	a generator to charge the battery using ion kinetic energy	et lon damine	ad (it can be stopped at a preset time pacity) through that the UIOI is dried by ad as a generator to charge the battery	a motor to start the engine		buted	101 is the drive side totational power source wilch is employed to drive the front section load and is serins combined with the U101 to drive	the said UIO1 is seld n field type electricathe commutators for DC
40		controlled to dri	the UlD1 is continue to high	rolled or operated ging current from mer to the load?	irrolled or operated at a constant es short cut current to control	he battery to char	it a preset speed while the Uiol is gowide added power output to drive	it a preset speed while the scoulde added power output to cade	a generator to cha ios kinetic energy	by the engine friction damping	ed (It can be stored the stored t	a motor to start the engine		d following distri	101 is the drive s	at function in FB, and frequency drive for MC cuitant and
45		The engine fuel valve is speed to high speed	The engine fuel vale and the to drive the engine from it	The engine is speed controlled or operated at a content speed, wherein the battery charging current from the U(0) is controlled to change the output power to the load;	The engine is speed controlled or operated at a constant st wherein the U101 spensions about our turrent to control the	The Unit is powered by the battery to change	The engine is operated a operated as a motor to p	t te		bedeat and bands braken	The system is self charged (it or controlled by the capacity) the engine to be operated as a	or to provide varies of The U101 is operated as	Weutral Slide	Notes: 1)CANRGE current of F1-B is load following distributed 7)FW 1001 is an electrical machine 3)FM101 is the battery	4)GEN- is a generator 5)For the case of engine, the P	the rear section load S) For the case of AC power output function in F9, the said U101 is selected to employee the electrical machine with AC power generating functions comprised of a permanent shapes to winding a case of AC power output find type electrical device, or a brushed alternator type electrical device, wherein its armature winding is commonly appearance winding is commonly to the committee of the committees for DC input/output.
50		4-13 E 8	E-22	υ Ε	0-E	2	4	E 6 .	r.	T	. F . 3	2	012	HOCHARGE 2) The Uld 3) Br101 4	S) For the	the rear 6) For the

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	010	1010	1019	B103	B103 CL.102 CL.103	CL103	B/N	BT101	REMARK
			:				(1010)		
FI-A Th	Untrions from fuel valve is controlled to drive the engine from	OFF	0-MAX	No.	ठ	130.	• READY	*READY	a brite the rear section load
:	low speed to high speed		•	130		5 5	. READY	READY	
Ē	_	orr	0-HAX	•0FF	35	10.	-N35	CHARGE	** Drive the front and rear section loads simultaneously ***Drive the front section load
2	the battery similarmously The engine is speed controlled or operated at a constant speed, wherein the battery charging current from the Ulbi is controlled to channe the output boner to the load;	OFF	OR CONSTANT SPEED	OFF	8	10°	-k39	DIS- CHARGE	
6-13	The engine is speed contro speed, wherein the UIO1 ger	J.Jo	ONSTANT SPEED	JJO	8	40.	-N39	READY	
23		₹	STOP	OFF	330	OFF	MOTOR	D1S-CHARGE	
7-Y		3. OFF	0-MAX OR CONSTANT SPEED	OFF	₹	330	MOTOR	DIS- CHARGE	
F(-8	rear section load The engine is operated at operated as a motor to pro	a.	0-KAX	OFF	8	8	MOTOR	DIS- CHARGE	
2	front and rear section loads The UID! Is operated as a generator to charge the battery using the recovered rear section kinetic energy	10 t	SLON OR STOP	off	330	OFF	- -	CHARGE	 The engine platon friction damping is activated simultaneously *Racovery of the kinetic energy
ļ	the training beat her the company friction damping	OFF	SLOW OR STOP	OFF	₹	5	READY	READY	
2	All the loads are branch by the unite that the system is self charged (it can be stopped at a preset time or controlled by the capacity) through that the U101 is drived by the engine to be operated as a generator to charge the battery or to provide varied or constant frequency AC genera-	J. O.	CONSTANT SPEED	130	₹	330	-NZO	CHARGE	The operation is limited to when the engine is stopped and the rest load brake is locked.
٤	tion output The U101 is operated as a motor to start the engine	or.	STOP TO START	OFF	8	JJ0	HOTOR	DIS- CHARGE	
5	Wantes 311de	OFF	STOP OR 0-HAX	OFF	OFF	OFF	READY	READY	
Notes:	7 65-		·						
5	#GEN- is a generator	urce v	which is employed	to dr	ve the	front	section 1	I pue peo	series combined with the U101 to
ğ	drive the feet section to the said unit is selected to employee the electrical machine with AC power generating functions comprised of	ted to	employee the el	ect rice	1 mach	136	th AC pow	er general	ing functions comprised of a

TABLE 3

of AC power output function in FB, the said UIOI is selected to employee the electrical machine with AC power generating functions comprised of a st power output function is strature at or winding excited, varied frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its armature monly initialied the conducting rings for AC output and the commutators for DC input/output.

	1010 STATES	1018	P101	C1.102 CL.103	CCLIO3	E/H	BT101	REMARK
POSCETORE						(1010)		
4-5	The engine fuel valve is controlled to drive the engine from	OFF	0-MVX	₹	70.	• READY	READY	* Drive the rear section load
					3	READY	*** PEADY	
=	The engine fuel vale and the UIOI is controlled simultaneously to drive the engine from low speed to high speed and to charge the hateary a familtaneously	OFF	0-HAX	8	- 6 6	1	CHARGE	section loads simultaneouslyOrive the front section load
7	_	OFF	*O-MAX	₹	.of	-Kije	-SIQ	
:	wherein the battery		5		8		CHARGE	
	controlled to change the output power to the load!		CORSTANT SPEED					
		į	O-MAY OR	3	930.	GEN-	REALY	
: -	The signs is speed controlled or operated at a control speed, wherein the UIOI generates short cut current to control the control speed to the state of the state	;	CONSTANT SPEED	<u> </u>	8			
2	the Utili is powered by the battery to change the speed or the	8	STOP	OFF	OFF	HOTOR	CHARGE	
	TOTAL OF THE TAX AND THE TAX AND TAX A	٤	O-MAX OR	ē	S.	HOTOR	-SIQ	
Ě	ine engine is operated at a press, speed white the disk as operated as a motor to provide added power output to drive the treat section load	;	CONSTANT SPEED	j			CHARGE	
12-8	The engine is operated at a preset speed while the UIOI is	0FF	0-MAX	8	ē	HOTOR	DIS- CHARSE	
2	The UIG1 is operated as a generator to charge the battery using	110.	*8LOW OR STOF	3	9	- <u>-</u> -	CHARSE	The engine piston (riction
	the recovered rest section kinetic energy	₹	**STOP-MX	10.				simultaneously *Recovery of the kinetic
	- 1.	1	2000	3	ē	i i	CHARGE	
٤	The UIOI is operated as a generator to charge the battery using the seconds of front section binetic energy	<u>.</u>		0	5			
ŀ	.15	OFF	SLOW OR STOP	ð	ð	READY	REALIT	
2	The system is self charged (it can be stopped at a preset time	OFF	CONSTANT SPEED	8	OFF	-N39	CHARJE	
								The operation is limited to when the engine is stopped and the rear load brake is locked.
2	tion output. The UIO1 is operated as a motor to start the engine	3.50	STOP TO START	3	OFF	MOTOR	CHARSE	
120	Neutral Slide	OFF	STOP OR 0-MAX	OFF	OFF	READY	REACIT	
Notes: 1) CHAR 2) The (Notes: 1)TCHARGE current of F1-B is load following distributed 2)The Utol is an electrical machine 3)BTIOL is the battery							
S For	dicention a generator street of the drive side rotational power source which is employed to drive the front section load and is sories combined with the specific angles, the P101 is the drive side rotational power source which is employed to drive the case of engine, the P101 is the drive side rotational power source which is employed to drive the case of engine, the P101 is the drive side rotational power source which is employed to drive the case of engine, the P101 is the drive side rotational power source which is employed to drive the property of the case of engine, the P101 is the drive side rotational power source which is employed to drive the case of engine.	ILCO M	ulch is employed	to dei	e in	front sec	prol not:	and is sories combined with the
6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	USOI to differ the rear section load significant to the said USOI is selected to employee the electrical machine with AC power generating functions comprised effort to AC power output function in FB, the said USOI is selectrical device, or a brushed alternator type electrical device, wherein its of a personed an adding excited, varied frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its	type e	employee the ele	or a	1 machi brushed	ne with	t type e	generating functions comprised lectrical device, wherein its
ormetu.	ermature winding is commonly installed the conducting rings for AC output and the commutators for LC injustrontypes	DUR	The commutators a	3		100		

TABLE 4

Ц	CONTOURNE	1010	B102	1014	CL101	CL102	CT103	CL104	CC1305	E (101)	81101	RDARK	
2 -	PI-A The engine fuel valve is controlled to drive the engine from low appead to high speed	150	130.	0-FBX	10.	8	10.	50	NO 0	• READY • READY • • READY	*READY **READY	· Drive the rear section load	
F1-5	The engine (uel vale and the U101 is controlled simultaneously to drive the angine from low speed to high speed and to charge the bettery simultaneously	710	.off	0-HAX	•Of	5	100	100	#0	ġ	CHARGE	** Drive the front and rear section loads simultaneously ***Drive the front section load	
71-c	The engine is speed controlled or operated at a constant speed, wherein the battery charging current from the UID1 is controlled to change the output power to the load;	016	06.6	OR CONSTANT SPEED	OFF	8	#0. 1.00	8	8	-125	DIS- CHARGE	-	
F1-0		J.Jo	OF.	CONSTANT SPEED	OFF	8	100	₹	8	3	READY		
2	The UIOI is powered by the battery to change the speed or the	8	20	STOP	250	ā	off	8	5	ютоя	DIS- CHANGE		_
2	The U101 is powered by the battery to change the speed or the notesion direction of the front section load	OFF	š	gots	130	110	ŧ	100	330	HOTOR	DIS- CHARGE		
F4-A		0	250	CONSTANT SPEED	320	8	06.5	8	8	нотов	DIS- CHARGE		
		016	J.O.	0-KAX	3.50	5	8	8	₹	NOTOR	DIS- CHARGE		
r	The UIDI is operated as a generator to charge the battery using the secovered rear section kinetic energy	10.	5	STOP-NOTS.	1 0	150.	jo O	5	8	-100	CHARGE	The engine piston friction damping is ectivated simultaneously **Recovery of the kinetic energy	
2	The UIOI is operated as a generator to charge the battery using the recovered front section kinetic energy	OFF	₹	SLOW OR STOP	350	NO.	₹	OFF	OFF	-kg	CHARGE		
1	All the loads are braked by the engine friction damping	350	250	SLOW OR STOP	j.	8	₹	8	8	READY	READY		
2		io	₹	CONSTANT SPEED	0	₹	J.o	of F	orr	ġ	CHANGE		
13	The UID1 is operated as a motor to start the engine	ore	8	STOP TO START	130	₹	i o	OFF.	<u>ن</u> و ق	MOTOR	DIS- CHARGE		
2	Meutral Slide	orr	i.	STOP OR 0-NAX	OFF	J.	OFF	250	ore.	READY	READY		
E	The empine is used to drive the front section load, and the UIOI is used to drive the rear section load, and both are independently meaning	5	<u>.</u>	о-нал	i.	₹	8	5	off	HOTOR	DIS- CHARGE		
112		₹	OF.	0-MAX	ore	₹	₹	8	J.O	ġ	CHARGE		
Notes: 1) CHAR 3) BT10	ent of F1-8 is load following distributed to bettery so of engine, the Pi01 is the drive side rotations! power sou	O The U	101 1s Is e ge ch is e	2)The UIOI is an electrical machine 4)GEM- is a generator rce which is employed to drive the	shine the fr	out sec	tion Jo	bud ba	is serie	s complin	d vith	te UIDI to drive the rest	
4 7 6 C	esten loss AC power output function in FB, the said U101 is selected to exployee the electrical machine with AC power generating functions comprised of a permanent magnet or affect the case of AC power output function is defined by installed the conducting escited, wailed frequency driven fised type electrical device, therein its armature winding is commonly installed the conducting escited, wailed frequency driven fised type electrical device, or a brushed alternator type electrical device, wherein its armature winding is commonly installed the conducting	a brus	aployee	the electrical is	achine trical	with	AC powers	r gener in Its	ating for	netions of	omprised is como	of a permanent magnet or hly installed the conducting	
	for he mitted and the committeens for III intent/cultume.												

ARLE 5

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		ŀ			г				77.0	.0	AG 1760
PORCETORS	TORS SHOT		7019	1014	6 018	CEIUZ CEIU3		CE103	(1010)	101	WARRA .
Ě	FI-A The engine fuel valve is controlled to drive the engine from low speed to high speed	970	330.	0-нух	NO.	õ	OFF ON	NO.	READY PEADY	* READY ** READY	· Drive the rear section load
<u>-</u>	The engine (ue) vale and the UIOI is controlled simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously	OFF.	140.	0-MAX	•0FF	8	10.		-KZB	CHARGE	** Drive the front and rear section loads simultaneously ***Drive the front section load
71-C	The engine is speed contra speed, wherein the batter controlled to change the	3.0	950	OR STANT SPEED	OFF	8	*00.	8	-	OIS- CHARGE	
o-c	The engine is speed controlled or operated at a constant speed, wherein the Uill generates short cut current to control the output shaft torque, thereby to change the engine speed	or.	orr	*O-WAX OR CONSTANT SPEED **0-WAX	off	ŧ	*0ff	8	-N35	KEVDY.	
2	direction of	8	or.	STOP	330	130	off	J.J O	HOTOR	DIS- CHARGE	
F4-A	The engine is operated at operated at operated as a metor to protthe rear section load	i o	330	O-HAX OR CONSTANT SPEED	J.O	ĕ	058	8	HOTOR	DIS- CHARGE	
6-F		330	OFF	0-MX	10	ð	₹	3	HOTOR	DIS- CHARGE	
2	The UIOI is operated as a generator to charge the battery using the recovered rest section kinetic energy	NO.	off	STOP-MAX	OFF	.orf	OFF	330 No.	-	CHARGE	* The engine piston (riction damping is activated subultaneously ***macovery of the kinetic anergy
E	All the loads are braked by the engine friction damping	OFF	OFF	SLOW OR STOP	2 S	3	ਣ	₹	READY	IEADY	
£	The system is self charged (it can be stopped at a preset time or controlled by the capacity) through that the UIOI is drived by the engine to be operated as a generator to charge the battery or to provide varied or constant frequency AC generation output	ii.		O-HAX OR CONSTANT SPEED	OF F	₹	OFF	8	-N30	CHARGE	The operation is limited to when the engine is stopped
2	The Uldi is operated as a motor to start the engine			STOP TO START	JJO	₹	OFF	₹	MOTOR	CHARGE	-
F10	Meutral Slide	OFF	OFF	STOP OR 0-MAX	JJO	330	OFF	OFF	READY	MEADY	
12	The engine is used to drive the front section load, and the 1010 is used to drive the rear section load, and both are independently operated		OFF	О-НАХ	off	8	8	OFF	HOTOR	CHANGE	
F12	The engine is used to drive the front section load and the 19101 is pulsed to be operated as a generator to charge the betery.	õ	OFF	0-NAX	OFF	3	8	016	GEN-	CHARGE	
Notes: 1) CHAR 3) BT10 5) For	-B is load following distributed ne, the PiOl is the drive side totational power) The U	101 13 (15 (15 (15 (15 (15 (15 (15 (15 (15 (15	2) The UIOI is an olectrical machine 41GEN- is a generator r source which is employed to drive	chine drive t	ine Aro	nt sec	tion load	d and la s	erles con	bined with the UIOI to drive
the re 6) for magnet instal	the rest settion load 6 power output function in F9, the said UiOI is selected to employue the electrical machine with AC power generating functions comprised of a permanent magnet or winding excited, warled frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its atmature winding is commonly installed the conducting inserior and the communitations for DC input/output.	lected cal dev DC Inpu	to empl	layes the electr r a brushed alter ut.	ical ma rnator	chine type e	with Jectri	AC power	generatin ce, wherei	function its arm	ns comprised of a permanent sature winding is commonly
		ı			I						

TABLE 6

	COMPONENTS B10	1018	1014	8103	CI.102	CL103	CT108	G/H (U101)	BT101	REMARK
		-	2.57	3	ē	3300	ē	PEADY	*READY	
A-II	The engine fuel valve is controlled to drive the engine from low sneed to high sneed	5	0-PAX	ō	5	5	Š	READY	READY	· Drive the rear section load
_				OFF		Š.	1000	READY	EVAU.	page but forced and emission of
6-17 47 3 3	The angine fuel vale and the UIOI is controlled simultaneously to drive ene engine from low speed to high speed and to charge the hartery similtaneously.	130	XVV-0	*0	₹	**************************************	NO	ġ	CHANGE	*** Drive the front and rest *** Orive the front section load
# \$ 3 ♥	The engine is speed controlled or operated at a constant speed, wherein the battery charging current from the UIUI is controlled to change the output power to the load,	OFF	OR CONSTANT SPEED	10	3	NO	8	-K25	DIS- CHARGE	
	The engine is speed controlled or operated at a constant speed, wherein the 1919 generates short cut current to control the	OFF	CONSTANT SPEED	orr	8	NO. •	5	GEN-	READY	
22	the UIO I speeced by the battery to change the speed or the	8	STOP	OFF	OFF	OFF	off	HOTOR	DIS- CHARGE	
4 & E	The engine is operated at a preset speed while the U101 is operated as a motor to provide added power output to drive the	130	0-HAX OR CONSTANT SPEED	o o o	B	430	8	HOTOR	DIS- CHARGE	
4 6.	sted at a	OFF	0-нах	OFF	₹	3	8	HOTOR	DIS- CHARGE	-
2	The Unit is operated as a generator to charge the battery using the recovered rear section kinetic energy	130. NO.	*SLON OR STOP **STOP-MAX	J.	140. NO:	0 د د	330	-K36	CHARGE	 The engine platon friction damping is activated simultaneously **Recovery of the kinetic energy
Т	att the leads are heated by the appine friction damping	930	SLOW OR STOP	250	ŧ	₹	8	READY	READY	
2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	The system is self charged (it can be stopped at a preset time or controlled by the sapacity) through that the UIOI is drived by the angine to be operated as a generator to charge the battery or to provide varied or constant frequency AC generation	orr	O-MAX OR CONSTANT SPEED	5	8	OFF	8	GEN-	CHARGE	The operation is limited to when the engine is stopped and the rear load brake is locked.
2	The Uldi is operated as a motor to start the engine	OFF	STOP TO START	OFF	ð	OFF	₹	MOTOR	D1S- CHARGE	
019	Neutral Slide	OFF	STOP OR 0-MAX	OFF	130	330	OFF	READY	READY	
	The engine is used to drive the front section load, and the 1101 is used to drive the rear section load, and both are independently countried	ð	O-19AX	orr	8	8	OFF	MOTOR	CHARGE	
21.2	The engine is used to drive the front section load and the UID! The pulled to be operated as a generator to charge the battery.	ð	0-MAX	OFF	8	₹	016	-KJ9	CHARGE	
Motes: 1) CHANGE C 2) THe U101 3) BT101 1s 4) GEN- 1s 5) For the		n co	hich is employed	to daily	i the	front 34	ction los	8 81 pue p	eries cost	ined with the UIOI to drive th

TABLE

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5	REMARK	Drive the rear section load	** Drive the front and rear section loads simultaneously ***Drive the front section load						 The engine piston friction damping is activated simultaneously *Recovery of the kinetic energy 		The operation is limited to when the engine is stopped and the rear load brake is locked.						01 is the drive side rotational power source which is employed to drive the front section load and is sories combined with the UIO1 to drive	tions comprised of a permanent armature winding is community
	<u> </u>	ŀ		<u> </u>		<u> </u>	<u></u>	_	. d .	-		ايزا	4,	2			2	2 2
15	TOLLA	• READY	CHARGE	DIS-CHARGE	REAUT	DIS-CHARGE	DIS-CHARGE	DIS-CHARGE	CIIARE	REALIT	CHARSE	DIS-CHAGE	READY	DIS-CHAR	CHARSE		nd is seri	wherein 1
	G/H (U101)	*READY	GEN-	-NG6	-N35	HOTOR	HOTOR	HUTOR	-135	READY	-1 35	HUTOR	READY	NOTO!	-k39		ion load a	power ge
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25	1014	0-HAX	0-MAX	CHISTANT SPEED	CONSTANT SPEED	stor	CONSTANT SPEED	0-нах	* STOF-HAX	SLOW OR STUP	O-HAX OR CONSTANT SPEED	STOP TO START	Н		0-MAX		ich is employed to	employee the elect , or a brushed alt utput.
30	TE IN	orr	٥٣٤	350	3.50	3	<u>of</u>	i de		12	150		OFF	ž	20		ğ.	to vice
35	CONTINUES	controlled to drive the engine from low	the UIO1 is controlled simultaneously low speed to high speed and to charge		trolled or operated at a constant speri, Cas short cut current to control the	Г	ile the UIOI is output to drive the	t a preset speed while the UIDI is rovide added power output to drive the	rge the hallory using	Ť	g	notor to start the engine		we the front section load, and the	we the front section load and the UIOI as a generator to charge the battery.	listributed	lve side rotational power source	n FB, the said UIOI is selected driven field type electrical de and the commutators for DC Ing
45		The engine fuel valve is controlled tapeed to high speed		The packery simultaneously from the UIOI is controlled, wherein the battery charging current from the UIOI is controlled to change the output power to the load:	The engine is speed controlled or op wherein the UIOI generates short cut misses what forms, thereby to change	The UIOI is powered by the battery to change the speed or the restion direction of the rest section load	The engine is operated at a preset spoperated as a motor to provide added	ated a	The UID is operated as a generator to chathe recovered rear section kinetic energy	the loads are braked by the engin	stem is self charge trolled by the capa engine to be opera y or to provide van	Of in operated as a	1	used to dri	EP	-B is load rical mach	4)GEN- is a generator 5)For the case of engine, the PlOI is the dri	the rest section load Signar the case of NC power output function in FB, the said JUO, is selected to employee the electrical machine with AC power output functions comprised of a permanent images or winding excited, varied frequency driven field type electrical device, or a brushed alternator type electrical device, wherein its armature winding is commonly images for the conduction representations for DC input/output.
50		F1-A The	F1-B	FI-C The	ri-o	F2	F4-A The	rt-8	c t t	Ţ	Dy Co	Fo The III	T	1	F12 The	Notes: 11CHARGE current of fi- 2) The UIO1 is an electi 3) 8T101 is the battery	4)GEA- is a generator 5) For the case of eng	the rest section load 6) For the case of AC pragnet of winding exclusional the conduction

Claims

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1. A differential mixing combined power distribution system for use in rotational driving applications,

a rotational output shaft of a rotational power source coupled to drive a front section load, and also coupled with the input shaft of a differential mixing drive unit to drive a differentially acting two-sided rear section load,

wherein the differential mixing drive device comprises an electrical machine combined with a differential gear transmission system; and

further comprising a brake installed between a rotor and a stator of the electrical machine, and means for controlling the brake to generate motor driving functions when an input current is applied and the electric machine is employed as a motor, and to generate variable speed coupling functions through an output current when the electric machine is employed as a generator, the electric machine also being used for starting the engine and as a power regeneration brake when the engine is the main power source for the front and rear section loads, the electric machine being connected to charge the battery at which time a speed difference with the rear load section can be adjusted by controlling the charging current,

wherein the rotational power source can be driven at a constant speed and at a partially adjustable speed to improve operating efficiency and decrease pollution, with one part of the differential speed output power generated through the differential mixing drive device being used for driving the load while the remainder of the output power is converted through the generator function of the electrical machine of the differential mixing drive device to charge the battery.

2. A differential mixing combined power distribution system, comprising:

a drive side rotational power source (P101) having an output which is first supplied to a front section load and is then transmitted to an input end of a differential mixing drive device (M101) to drive a rear section load; the drive side rotational power source (P101) including a rotational output shaft (S102) coupled to a middle transmission device and a control interface (M102) through a clutch (CL102), the rotational power source further including a speed sensor (SD101) to transmit the engine rotation signal to a central controller (CCU101) and a controllable fuel valve (CG101) controlled by the central controller (CCU101) to carry out the functions of changing the engine speed and keeping the engine maintained at a constant speed;

the middle transmission device and control interface (M102) including a speed change control system for driving the front section load only and also for driving both loads,

a middle input shaft (S101) coupled at the output end of the clutch (CL102);

a brake (B101) controlled by the central controller CCU101 and installed between the middle shaft (S101) and a fixed casing;

a differential mixing drive device (M101) including an electric machine (U101) connected to a battery (BT101) and combined with a differential transmission system coupled with the transmission middle shaft (S101) and driven by the drive side rotational power unit, and also coupled with the input shaft of the rear differential gear box (GB101) through a clutch (CL104) to drive the rear section load;

a drive circuit device (D101) installed between the electrical machine (U101) and the battery (BT101) and arranged to receive operating commands from the central controller (CCU101) to control the electrical machine (U101) to at least carry out the functions of driving the front section load, staring the engine, and providing power generation at standstill, the electrical machine (U101) being driven by the engine at standstill to function as a generator to charge the battery and supply power to any other loads connected thereto.

- A system as claimed in claim 2, wherein the electrical machine is arranged such that a rotational speed of the rotor is increased with a decreasing load on the rotor.
- 45 4. A system as claimed in claim 2, wherein the electrical machine is arranged to be controlled by the drive circuit (D101) to provide additional torque on a driven load.
 - 5. A system as claimed in claim 2, further comprising a brake (B103) installed between a rotor and stator of the electrical machine and arranged to be controlled by the central controller (CCU101) to thereby provide a direct mechanical synchronous interlock for the rotor and stator of the electrical machine (U101).
 - 6. A system as claimed in claim 5, further comprising a brake (B102) located between the differentially acting output shafts of the differential mixing drive device (M101) and the coupled rear differential gear box.
- 7. A system as claimed in claim 6, further comprising a clutch (CL104) positioned between the brake (B102) and the rear section load.
 - 8. A system as claimed in claim 5, further comprising a (clutch CL103) installed between the middle input shaft (S101) and the front section load to provide a transmission coupling between the middle transmission device and the front

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section load.

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- 9. A system as claimed in claim 8, further comprising a brake (B102) located between the differentially acting output shafts of the differential mixing drive device (M101) and the coupled rear differential gear box.
- A system as claimed in claim 9, further comprising a clutch (CL104) positioned between the brake (B102) and the rear section load.
- 11. A system as claimed in claim 10, wherein the central controller includes means for causing the system to carry out the following functions:

controlling the engine fuel valve to drive the engine from low speed to high speed;

controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;

changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;

causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load:

powering the electrical machine by the battery to change a speed or direction of the front section load;

operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load:

operating the electrical machine as a generator to charge the battery using kinetic energy recovered from the front section load:

causing all loads to be braked by engine friction damping; and

causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto.

30 12. A system as claimed in claim 9, wherein the central controller includes means for causing the system to carry out the following functions:

controlling the engine fuel valve to drive the engine from low speed to high speed;

controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;

changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;

causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load:

operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load;

causing all loads to be braked by engine friction damping; and

causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto.

13. The system as in claim 8, wherein the central controller includes means for causing the system to carry out the following functions:

controlling the engine fuel valve to drive the engine from low speed to high speed;

controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;

changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;

causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load.

operating the engine at a present speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load;

causing all loads to be braked by engine friction damping; and

causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto.

- 14. A system as claimed in claim 7, wherein the central controller includes means for causing the system to carry out the following functions:
 - controlling the engine fuel valve to drive the engine from low speed to high speed;

controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;

changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;

causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load:

operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the front section load:

causing all loads to be braked by engine friction damping; and

causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto.

- 15. A system as claimed in claim 7, further including a clutch (CL105) between the rear section output middle shaft and the middle transmission device, wherein the central controller includes means for causing the system to carry out the following functions:
 - controlling the engine fuel valve to drive the engine from low speed to high speed;

controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;

changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;

causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load;

causing the electrical machine to be powered by the battery to change a rotation or speed of the front section load;

operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the front section load;

causing all loads to be braked by engine friction damping;

causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto;

operating the engine to drive the front section load and independently operating the electrical machine to drive the rear section load; and

operating the engine to drive the front section load and causing the engine to also drive the electrical machine to charge the battery.

16. A system as claimed in claim 6, further comprising clutch (CL105) between the rear section output middle shaft and the middle transmission device, wherein the central controller includes means for causing the system to carry out the following functions:

controlling the engine fuel valve to drive the engine from low speed to high speed;

controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed

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to high speed and to charge the battery simultaneously;

changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;

causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load:

causing the electrical machine to be powered by the battery to change a rotation or speed of the front section load:

operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load;

operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load:

causing all loads to be braked by engine friction damping;

causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto;

operating the engine to drive the front section load and independently operating the electrical machine to drive the rear section load; and

operating the engine to drive the front section load and causing the engine to also drive the electrical machine to charge the battery.

- 20 17. A system as claimed in claim 8, further comprising a clutch (CL105) between the rear section output middle shaft and the middle transmission device, wherein the central controller includes means for causing the system to carry out the following functions:
 - controlling the engine fuel valve to drive the engine from low speed to high speed;
 - controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;
 - changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;
 - causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load:
 - causing the electrical machine to be powered by the battery to change a rotation or speed of the front section load:
 - operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional power for driving the rear section load:
 - operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load:
 - causing all loads to be braked by engine friction damping;
 - causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto;
 - operating the engine to drive the front section load and independently operating the electrical machine to drive the rear section load; and
 - operating the engine to drive the front section load and causing the engine to also drive the electrical machine to charge the battery.
- 45 18. A system as claimed in claim 2, further comprising a clutch (CL103) installed between the middle input shaft (S101) and the front section load to provide a transmission coupling between the middle transmission device and the front section load, and a clutch (CL105) between the rear section output middle shaft and the middle transmission device, wherein the central controller includes means for causing the system to carry out the following functions:
 - controlling the engine fuel valve to drive the engine from low speed to high speed;
 - controlling the engine fuel valve and the electrical machine simultaneously to drive the engine from low speed to high speed and to charge the battery simultaneously;
 - changing a speed of the engine by causing the electrical machine to generate a current for controlling an output shaft torque;
 - causing the electrical machine to be powered by the battery to change a rotation direction of the rear section load;
 - causing the electrical machine to be powered by the battery to change a rotation or speed of the front section load;
 - operating the engine at a preset speed while the electrical machine is operated as a motor to provide additional

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power for driving the rear section load;

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operating the engine as a generator to charge the battery using kinetic energy recovered from the rear section load;

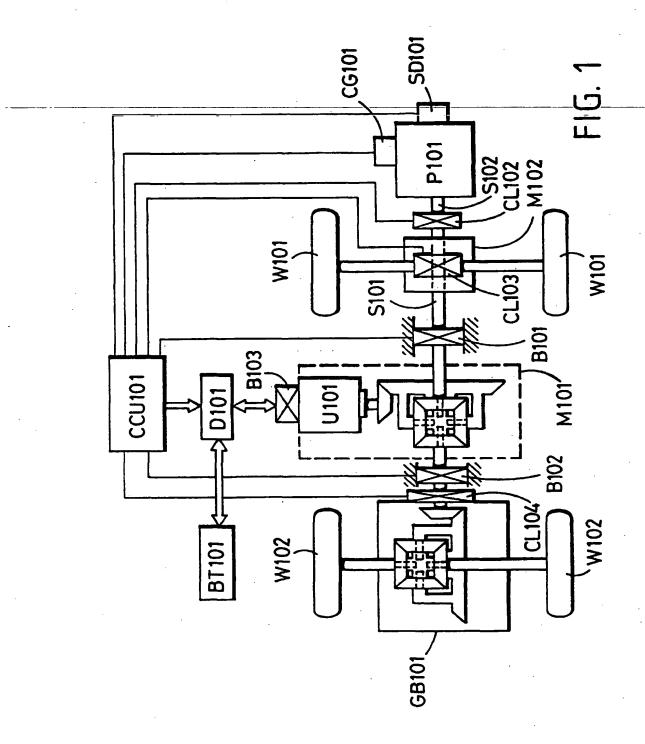
causing all loads to be braked by engine friction damping;

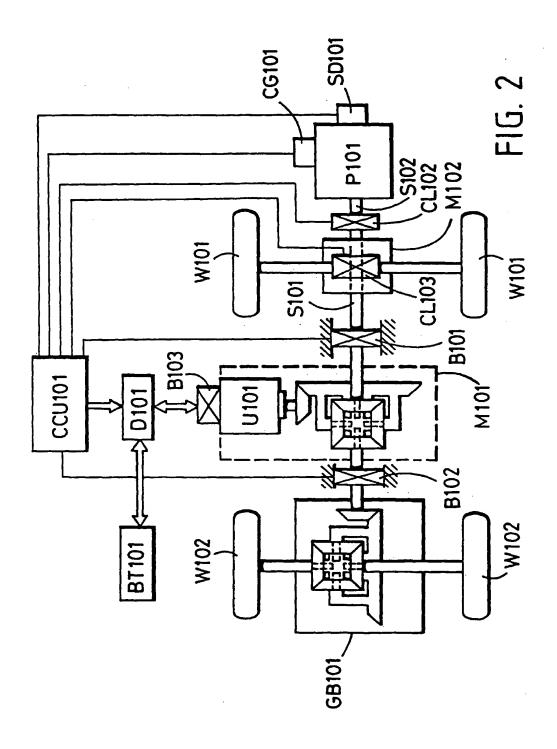
causing the electrical machine to be driven by the engine to function as generator for charging the battery and to provide an electrical output to any additional loads connected thereto;

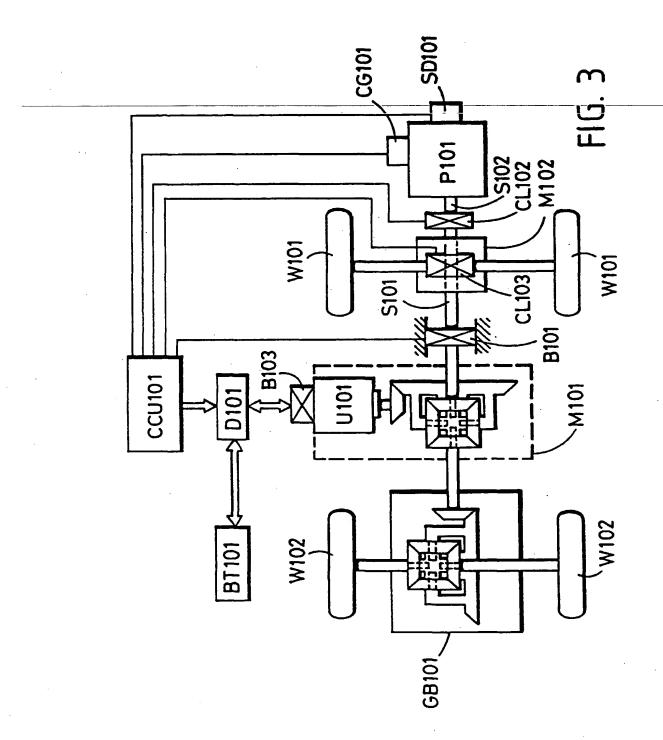
operating the engine to drive the front section load and independently operating the electrical machine to drive the rear section load; and

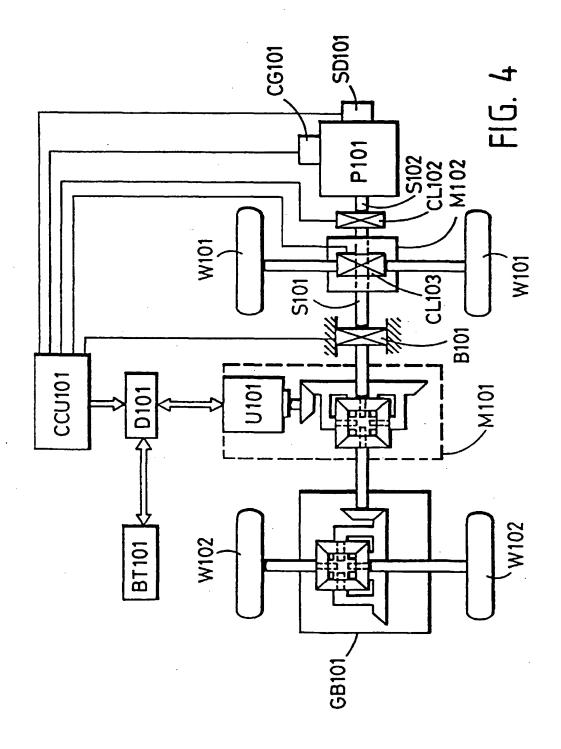
operating the engine to drive the front section load and causing the engine to also drive the electrical machine to charge the battery.

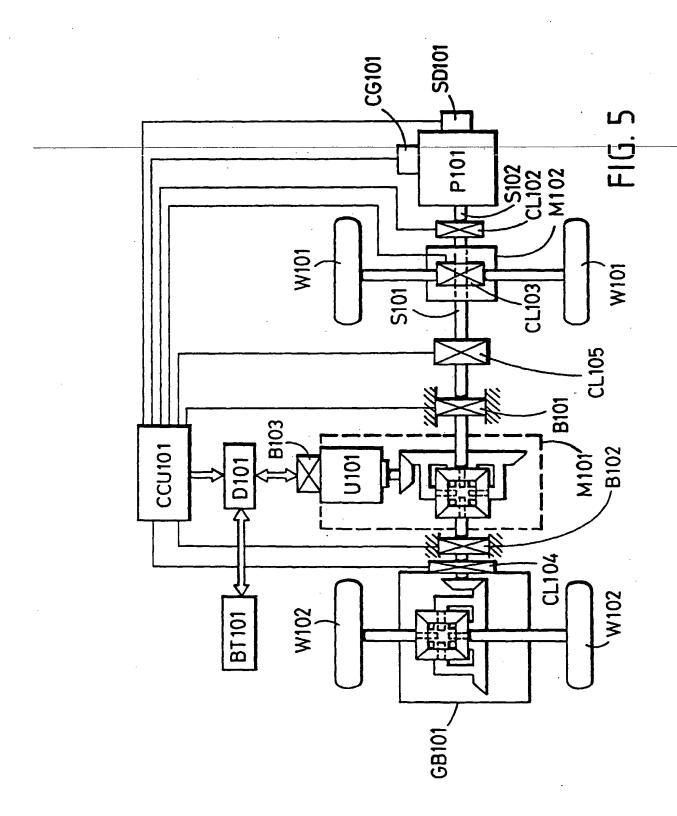
- 19. A system as claimed in claim 2, wherein the front and rear section loads are wheels and relationships between the front and rear section loads is set not to operate according to the wheel system ratio relationship, but to operate through a differentially acting adjustment by the electrical machine (U101).
- 20. A system as claimed in claim 19, wherein the differentially acting adjustment of the electrical machine (U101) includes an active adjustment of the input power when the electrical machine functions as a motor and a passive adjustment of the output power when the electrical machine functions as a generator.
- 21. A system as claimed in claim 2, wherein the front section load is one of front and rear sets of wheels of a vehicle, and the rear section load is the other of the front and rear sets of wheels.
 - 22. A system as claimed in claim 2, wherein said transmission gear system includes two differential output shafts and an input shaft coupled with the electrical device through a transmission gear, the two wheel shafts of the differential gears being respectively coupled with a transmission middle shaft driven by the rotational power source and with the input shaft of a rear differential gear box through a clutch to drive the two-side differentially acting rear section load.
- 23. A system as claimed in claim 2, wherein said transmission gear system comprising a planetary gear train and a friction wheel.

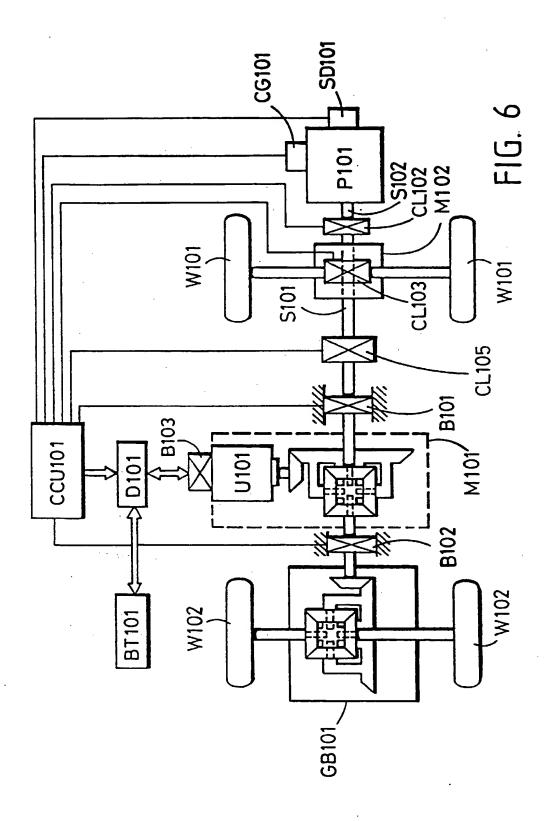


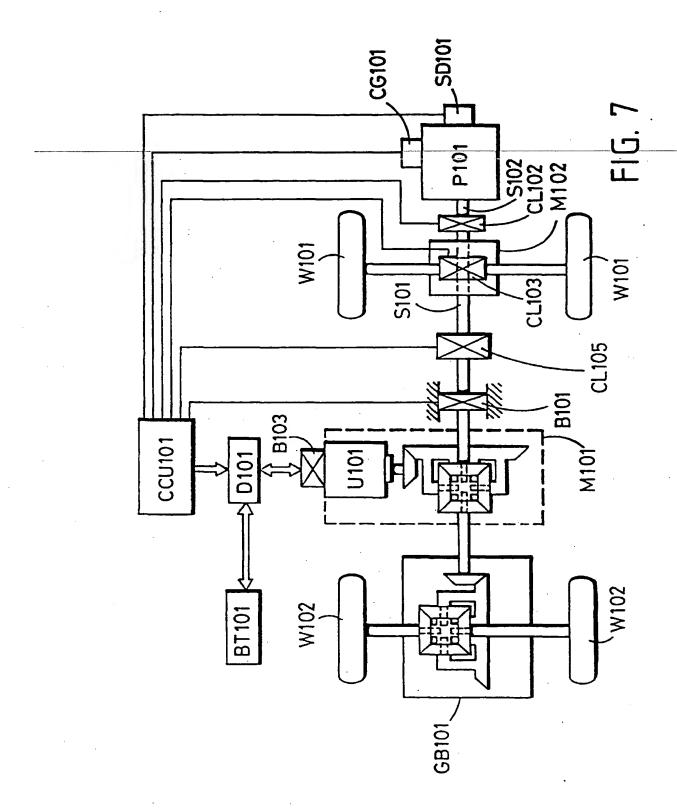


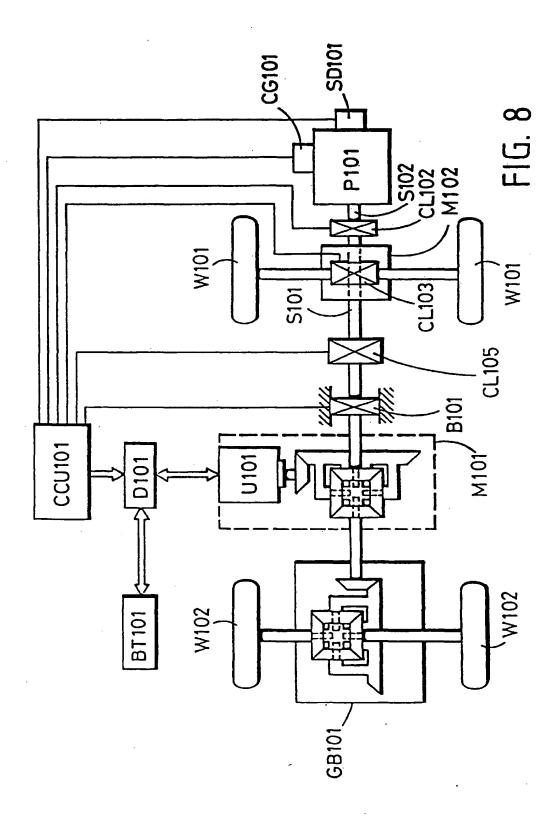














EUROPEAN SEARCH REPORT

Application Number EP 96 30 3259

	DOCUMENTS CONSI	DERED TO BE RELEV	ANT	
Category	Citation of document with in of relevant page	ndication, where appropriate,	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.CL6)
X	GB-A-2 275 309 (TAI * the whole documen	-HER YANG)	1-4	B60K6/04
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A	US-A-5 492 189 (KRI	EGLER ET AL.)	1-5, 11-18, 20,23	
	* the whole documen	t *	,	
A	US-A-5 433 282 (MOR * the whole documen	OTO ET AL.) t *	1-23	
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				TECHNICAL FIELDS SEARCHED (Int.Cl.6)
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	The present search report has b	Date of completion of the sess	<u>l</u>	Examiner
	THE HAGUE	11 October 19	1	asen, M
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